maybe to keep out of the big yacht's smothering lee, or maybe to seek luck, went on the port tack. The breeze was so sluggish that she could hardly get around For a moment she seemed to be hung up. Then she filled and headed toward the Jersey shore. Before she could swing slowly about again, Capt. Sycamore was well on his way to the first mark, which he rounded at 2:41:36, or three minutes and eight seconds before the Columbia, to the uproarious applause of steam and bell

and human lungs. While the Columbia was struggling to reach the first mark the new four-funneled North German Lloyd steamship Kronprinz Wilhelm bound on a record-seeking trip to Plymouth, passed the racers far enough away not to disturb them by her wash, almost big enough to swamp an ordinary two-master. The great liner was going nearly twenty-four knots through the quiescent sea, and she tumbled | dropped her tow line at 10:30 o'clock the a turn wave seven feet high from the yachtlike bows. Her wake resembled the white tumult of a hurricane.

After turning the first mark the yachts found a somewhat steadier breeze, such as it was, and under its influence the Shamrock added to the sea space between her stern and the Columbia's bow. They proceeded thus until the Navigator's bunting and one gun told the skippers that they might steer a course for the Horseshoe. Flocks of carrier pigeons were liberated to carry the news to the shore as the fleet raced for the Narrows. The scurrying seldom has been more picturesque. The slapping of paddles and turning of propellers created the only white-capped seas of the day and small craft tumbled about in the ferment as if they were going to turn turtle. Off the Highlands a fleet of mudscows was nearly overwhelmed in the Italian laborers climbed on the houses of the scows to avoid being washed overboard. Many of the swiftest tugs indulged in races.

The most interesting contest was between the committee boat Navigator and the press boat Walter A. Luckenbach. They struggled abeam for nearly four miles, the snowy wakes of each tug ming-Friends on both boats chaffed one another as they drew together, sometimes so near that it was almost possible to jump from deck to deck. Each powerful boat ploughed up a high bow wave, and, as they passed the slower vessels, they were gazed at wonderingly by exowds lining rails. At last, as the racers approached Narrows, the Navigator drew ahead. The Luckenbach's skipper said his ship wasn't in condition, and that he had to slow down to avoid the steam yacks Gundreda, toward which the skipper of the Navigator forced him. He will tackle the Navigator again to-morrow.

WORK OF THE TWO YACHTS. Low They Were Handled From the Start of the Race.

I: was another disappointing morning for all when the yachtsmen left the city and the prospect for a good race was anything but good. The wind was light from the northeast and as far as any one could see there were not many signs that it would improve in strength and give what the owners of both vessels wished for, a scupper breeze. However, the crowds that went down the bay on the many steamers expected just as good a race as had been witnessed on Saturday and the excitement was at fever heat. The fleet of committee boats left the Battery shortly after 8 o'clock and enlivened the scene on the way down by having an impromptu race. There were five tugs in the fleet, the Navigator with the Regatta Committee on board, the Edward F. Luckenbach, the course boat, the Walter A. Luckenbach used by the newspaper men, the Buccaneer, the passed to windward of the Columbia guide boat; and the Unique, an extra stake

In the upper bay this squadron kept very close together, but near the Narrows the Buccaneer took quite a lead, but the Navigator soon were this lead down and west on the port tack. The Columbia won quite handily at the lightship. The passed to windward of the Shamrock this Buccaneer was the second boat out and the Water Luckenbach third. At the Narrow a nice little breeze was rippling the waters of the lower bay and was blowing in from the northeast. It was increasing in strength, too, and those who had been gloomy early in the morning took hope and thought that after all there would be wind enough to furnish all the excitement that is wanted in a yacht race. The auxiliary yacht Intrepid sailed out instead of steaming and coasting schooners and fishing smacks were moving through the the wind. To the eastward clouds were gybed her boom over to starboard, and water very nicely under the influence of rising and before 10 o'clock the sun's rays were screened and as the wind was getting more to the east the outlook was very promising.

Inside the Horseshoe the sailors on the two racing yachts were about very early, as usual on race days. The two skippers, Capts. Barr and Sycamore, gave the usual overhauling to the rigging and running gear and then sent over to the two tenders articles that are only used when the boats are at their moorings. Mr. Morgan and his friends from the Park City boarded the Columbia shortly before 9 o'clock, and after a short conference with Capt. Barr, the tug Wallace B. Flint passed a line to the American champion, the moorings were dropped and by 9 o'clock the American yacht was being towed out toward the lightship ready for another race for the yachting championship of

SHAMROCK HOISTS NEW MAINSAIL. Just about the time that Mr. Morgan boarded the Columbia, the launch of the Erin left the side of that yacht with Mr Jameson, Designer Watson, Sailmaker Ratsey, Commodore Hilbard, Robert Ure and Mr. W. B. Duncan, Jr., on board, and those gentlemen were soon on the deck of the Shamrock. A line was taken from the tug James A. Lawrence and the Shamrock followed the Columbia a few minutes later. As usual the crew of the Shamrock got to work sending up their sails on the way out. The jib and fore stay sails were set up in stops and then the mainsail was hoisted. This was a new sail, a little lighter in texture and a little lighter in color than the one used on Saturday It stretched out to the end of the gaff and was pulled out very nearly to the end of the boom. It had three battens in the leach. The old sail had quite a wrinkle in the clew, but this sail seemed to fit perfectly and had

The two yachts were towed slowly toward the lightship, and not a move was on the Columbia to get her sails up until 10 o'clock, and then the mainsail was hoisted. When this sail was set it was seen that it gaff and beam, and the cringles at the clew and the peak were turned over the clew and the peak were turned over the clew and the peak were turned over the clew. ends of the spars, thus stretching the sail flatter. There were a few wrinkles on the When the yachts reached the lightship the Shamrock was beaded into the wind. Three men were west aloft and the big club topsail was sent up from the starboard side and the tack hanled down on the starboard side of the manuscii. Countr-bin's club toponii was set a few minutes: i.e., and perhaps give them a new ionac of life. Age. the starboard side of the mainsail. Colum-

more draught than the old sail.

several times. Finally the Columbia, later, and Capt. Barr elected to set his sail the same side as that chosen by Capt.Sycamore. The wind had petered out at this

time and the air was coming in very light. The committee at twenty minutes after 10 hoisted the flag of the letter D, signifying that the race would be over a triangular course, each leg of which was to be ten miles, and the first to windward. All hands were ready for the start long before the time set for the race to begin, and there was a wait while the fleet of revenue cutters, yachts, excursion steamers and tugs hurried down the bay to get to the lightship in time to see the manœuvring of the two boats for the weather position at the start.

The Columbia was the first to cast off her tow. She dropped the line at 10:25, broke out her jib and fore staysail and reached in from the northeast of the lightship. At this time the Navigator had anchored and preparations were being made on board that boat to give the course signal. The Shamrock crew broke out the jib and fore staysail, and Capt. Sycamore took the tiller, and the challenger on the port tack began to circle around waiting for the next move. The fore staysail did not break out nicely and was lowered to the deck and was then hoisted THE COURSE SIGNALLED.

The Regatta Committee, S. Nicholson Kane, Chester Griswold and Newbury D. Lawton, ordered the course signalled at 10:32 o'clock. Three strings of flags fluttered from the triatic stay on the Navigator. The first string were the letters D. C. B., the second D. F. K. and the third D. G. R. This meant that the first leg of the course was east, and the wind coming from that quarter made it a beat. The second leg of the course

was south-southwest one half west, and the third leg north-northwest one half west. If the wind held true it meant that the first leg of the course would be ten miles to windward, the second leg a reach with the wind two and a half points abaft of beam, and the third leg a reach with the wind two and a half points abaft of beam again.

The course boat, Edward F. Luckenbach, started off to lay the first mark, logging the ten miles. The Unique followed astern of her, to be of use in case she was needed at one of the turning points and, the course boat Buccaneer got to windward of the lightship, ready to pilot the yachts in the direction of the first turning The wind was very light. It had failen to about three knots and the water had an oily look on it, showing the softness of the air. Baby jib topsails were sent up in stops on both yachts, and they made

passed the committee boat anchored at he southern end of the line and was reaching toward the southwest. The Columbia was about two hundred yards astern of the Shamrock, on the port tack and heading after her. The Shamrock broke out her baby jib topsail and was moving through the water, but very slowly crews of the two boats were at their stations, ready to handle the sails the minute they got an order from their skippers. The Shamrock opened the distance between her and the Columbia on this reach. The ready to handle the sails the minute they her and the Columbia on this reach. The Columbia's baby jib topsail was broken out at 10:49, and just at that moment the Shamrock hauled on the wind and then took the starboard tack, going about very slowly and standing across the bow of the Columbia. She was then heading back toward the committee boat end of the line and passed to windward of the Columbia.

The Columbia hauled her wind at 10:50 and stood back on the starboard tack just as the Shamrock, which had passed astern of the committee boat, bore off and gybed her and the Columbia on this reach. The

of the committee boat, bore off and gybed and was reaching down toward the southtime and was heading toward the centre of the line, but when she got to windward of the Shamrock she bore off, stood toward the northwest for half a minute, having the wind over the starboard quarter, and then luffed up and tacked and stood toward the southeast. The Sharnrock tacked at this time and the two yachts were going together on opposite tacks, the Shamrock having the right of way, being on the starboard tack. Columbia was forced to bear off and pass to leeward of the Shamrock. and then Columbia tacked quickly under the stern of the Shamrock, while Shamrock the Columbia was heading toward the northeast and Shamrock toward the south-

Just as the warning gun was fired the Columbia bore off and gybed. She was then passing south of the committee boat. The Shamrock hauled on her wind, took the port tack and passed under the stern of the Columbia and then took the starboard tack as the Columbia fell off on the same tack. They were then reaching toward the line, but being too soon bore off under the stern of the committee boat, The Columbia passed astern of the Shamrock, were around and gybed and came back on the port tack, while the Shamrock circled around the committee boat, passing to the eastward, and gybed.

The Sharnrock on the starboard tack passed to the southward of the committee boat, coming in with the wind almost aft and sheets trimmed in almost flat. The Columbia at the same time was on the port tack heading toward the southern end of the line. Capt. Sycamore pushed the Sham-rock under the stern of the committee boat and across the bow of the Columbia, and the challenger was crossing that yacht and for a minute or two it looked as though the Columbia would foul the shough Barr tacked the Columbia just as the Columbia would foul the Shamrock, catching the end of that yacht's boom with her bowsprit. Capt. Barr had judged well, though, and the yacht fell off on the starboard tack clearing the Shamrock handily

SHAMROCK CROSSES LINE TOO SOON. Both were then standing for the line Both were then standing for the line. Capt. Sycamore in his eagerness to get the windward position luffed sharply under the committee boat, but he miscalculated by a few seconds and the boat got over the fine before the gun was fired. Three sharp toots of the whistle of the Navigator and the waving of the Shamrock's signal flag notified those on board the challenger that they were over too soon, and Capt. Sycamore bore off sharply and crossed the line again from the eastward to the westline again from the eastward to the west-ward and then lufted and came back again. In the meantime this mistake on the part of those on the Shamrock enabled

the Columbia to get the weather position.

As the Shamrock hore off Capt. Barr luffthe Columbia and sent that yacht over to line well up to the windward end and she was timed at 11:00:10. The Shaurock under the Columbia's ice was timed at the line. When the yachts are starts British waters they are sent off with a gun" signal. They do not have two the sharrock and then gybed and crossed the line again right up at the weather end

You can brighten the fives of the aged and information is dayne's Tonic Vernillage. It cannot make them young again, but it will pleasere their faces

taking the end of the two minutes allowed

taking the end of the two minutes allowed under the conditions to get away.

As soon as they were off, both on the starboard tack, Shamrock remped off in order to get her wind clear while the Columbia was pinched to make the most of the weather position she had obtained. The wind then played one of the most peculiar freaks that was seen during the day. The Shamrock was getting it from the gast and was pointing as high as it was possible to do under the conditions and at the same time keep footing. But for the Columbia it hauled two points to was possible to do under the conditions and at the same time keep footing. But for the Columbia it hauled two points to the southward and the two yachts were sailing very different courses. For aix and a half minutes this puff favored the Columbia and during that time she was widening the space between the two yachts, then the wind hauled back again to the eastward and both settled down on the same course, but the Columbia was at least a third of a mile to windward of the Shamrock.

The wind was very light, at the best The wind was very light, at the beat it was not blowing more than four knots and on each yacht the crews were lying down on the lee side trying to beel the boats in order to make them sail on the length and water line so much desired by the designers of the two boats. The sea was smooth. The Shamrock held the sea was smooth. The Shamrock held the starboard tack for a little over thirteen minutes and at 11:13:30 she took the port tack. Columbia held on for a little longer and at 11:14:25 she went about and both were heading toward the southeast. The

were heading toward the southeast. The Shamrock then seemed to get a little puff just a little stronger than that carried by the Columbia and began to foot fast, but she had a lot of footing to do to offset the big gain Columbia had made to windward. At 11:20:00 the breeze freshened a little and both yachts were making good headway considering the lightness of the weather, but the prospect even then of making a race was very poor. A minute later race was very poor. A minute late a puff a little more to the southward headed the Shamrock off half a point and then the Columbia ran into a soft spot and her headsails hung limp and useless on the stays. Then Capt. Barr bore off with the Columbia in an effort to keep his head-sails full, but a few minutes later the main-sail was shaking showing that the wind was hardly strong enough to give her steerage way, the Shamrock in the mean-time was footing along very nicely

YACHTS PAR OFF THEIR COURSE. The wind kept on hauling until 11:30 o'clock it was coming from the south south-east and the yachts were heading south by west. They were then sailing nine points off their course. Capt. Sycamore points off their course. Capt. Sycamore was evidently expecting the wind to go further to the south and by working out there and getting it first he would probably be able to make up what had been lost in the earlier part of the race and, while Columbia was further to windward, Capt. Barr could not afford to let the Shamrock get far away from him because of the possi-bility of that yacht getting a favorable slant of wind. He was doing the best thing he could under the circumstances, that was keep between the Shamrock and the first mark that

very little progress through the water as they reached toward the lightship. The sun by this time was shining out again and burning up the clouds. It was expected that as the wind was so light the start would be postponed, but promptly at 10.45 o'clock the preparatory signal was made on board the committee boat.

When the preparatory signal was made the Shamrock on the port tack had just passed the committee boat anchored at that was keep the Shamrock took the starboard tack the first mark The Shamrock took the starboard tack at 11.32.30 and the columbia tacked a minute and five seconds later. The Columbia was the next boat to get a piece of luck and at 11.32.50 she seemed to be sailing on the edge of a little streak of wind and was hardly moving. This sort of thing did not sait Capt. Sycamore at all, and at 11.32.50 the Shamrock took the port tack in an effort to get into this streak of wind that was favoring the first mark The Shamrock took the starboard tack at 11.32.50 and the columbia tacked a minute and five seconds later. The Columbia the Columbia. Capt. Barr gave a hard full to the Columbia to make all he could of the favoring conditions and then, not wishing to allow Shannock to get away from him, he put the Columbia on the portack at 11:40:10. Again the Columbia was a control and sources to the getting a differfavored and seemed to be getting a differ-ent wind from that in which the Shani-rock was salling. She was heading much higher, but this lasted only for a minute and then she got a puff more from the

to be doing very nicely, much to the sur-prise of everybody who expected that under the conditions Columbia would sail right away from her and turn the outer mark a long way in the lead. The Columbia kept on this tack to the southward until 14:00 o'clock and then took the port tack She was then about three and a half miles south southwest from the starting line and had made very little headway toward the first turning toark. She was a long way to the southward of the course. Columbia came back to the starboard tack at 12:18:50 and was then heading south, while the Shamrock with a little more favorable slant was heading about half a point higher and was footing very fast for the conditi-

The Shamrock then got quite a favorable slant which let her up about two points. It was the first piece of good luck she had had so far in the race and Capt. Sycamore drove her into the favorable wind and she was rapidly fore reaching on the Columbia. The wind by this time was east southeast. It was some minutes and the columbia of this slant and was east southeast. It was some minutes before the Columbia got this siant and when she did at 11:27:00 it seemed to be a little stronger than that which was favoring the Shamrock and the defending yacht began to improve her position at once. The Shamrock lost the puff and again her ware all limp and she just booked. sails were all limp and she just bobbed up and down on each lift of the waves. It was only a minute or two, however, that e was in this calm spot and then she the same air that Columbia was sailing and Capt. Sycamore pinched his boat in

and capt Sycamore pinched his boat in an effort to work out across the Columbia's bow. Then the wind headed both off again. The Columbia took the starboard tack at 12:45:00 and Shamrock followed five seconds later. They were then laying their course for the weather mark and the Colum-bia had a lead of about three-eighths of a mile while Shamrock was sailing a little to windward of the American boat's wake. They sailed along very slowly, first on got a puff and then the other, and neithe one for some time seemed to gain any adgot a pull and then the order, and all and one for some time seemed to gain any advantage from the freakiness of the wind. The sun shone out bright and hot. All the clouds of the early morning had been burned away. Then the Columbia lost burned away. Then the Columbia the wind and the Shamrock pulled They were heading northeast by east and by this time had been out two hours and still the weather mark was not in sight.

SHAMBOCK GAINS STRADILY To the southeast a little blue streak along the water showed where a slight breath of wind was coming in and it was a question which boat it would reach first. The puff drew nearer and nearer and the Columbia uffed out to try and get into it, but the shamrock, being further to windward, got t first and for about four minutes sailed on ward the Columbia and then ran out of it, while the Columbia got the lift and again sailed away from the Shamrock, recovering ost of the gain that the Shamrock had

the port tack and she came back again on the starboard tack at 1:16:35. The wind was very light at this time and she was very slow in filling away. The Sham-rock in the meantime had been picking up steadily. Very slowly but very surely

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she was overhauling the white boat. She was to windward of Columbia's wake still and then although they had been out two hours and a half the lightship from which they had started was still in sight. Each yacht had started sheets just a little and it was a pretty close reach for the rest of the first leg. At 1:31.00 o'clock Shamrock's fore staysall was lowered to the deck and I minute and 12 seconds later she set fore staysail was lowered to the deek and 1 minute and 12 seconds later she set a small balloon fore staysail which had sheeted abaft the mast, but was hauled inside the lee rigging. The change benefited the boat at once, and at 134.00 the Shamrock had drawn up so that she was on even terms with the Columbia, the American boat being on the port beam of the challenger, but she did not draw far enough ahead to get the Columbia right under her lee and before she could do so five men climbed out on the bowsprit of the Columbia and took in the baby jib topsail. They sent up a No. 2 and broke it out 1 minute and 44 seconds later. While this change was being made on the Columbia, some of the Shamrock's crew took in the baby jib topsail carried on that yacht and a No. 2 was set up in its place and broken out. It took 2 minutes and 35 seconds to make the change on the

35 seconds to make the change on the challenger. When the sail was broken out it was seen that it was a much larger piece of canvas than that carried on the Columbia. Then the Columbia began to improve her position. Sie drew ahead until there position. Sine drew ahead until there was about two hundred yards of blue water between the two yachts. Then she stopped and the Shamrock closed up this space and the Shamrock closed up this space considerably before another pull sent the Columbia ahead again. The Sham-rock seemed to have too much headsail and her fore staysail, being trimmed inside the lee rigging, did not give the wind free play. She would probably have done much better if the sheet of the fore stay-sail had been let outside of the shrouds or if the sheet levered.

puff that she had been carrying along and the Shamrock again closed up the gap. She was still to windward of Columgap. She was still to windward of Colum-bia and was sailing on the starboard quarter of that yacht. She passed the Columbia of that yacht. She passed the Columbia at 20700 and then Capt. Barr, finding his boat in a bad pocket, made a move that proved very costly. At 212 45 the Columbia luffed and then coming up into the wind she slowly fell off on the port tack. It was I minute and to seconds before she filled away her headsails and passing account of the Shamrock she came back. she filled away her headsais and passing astern of the Shamrock she came back again on the starboard tack and was another minute and ten seconds from full to full. Why she made the tack no one could exactly figure out, but one bright wag on board the Walter A. Luckenbach called it "a Schley loop."

This move gave a big lead to the Shamrock, and if her head sails had been trimmed proterly she would have increased it still.

rock, and if her head sails had been frimmed properly she would have increased it still more. The wind fell very light again and was from the southeast, but the Sham-rock kept going in spite of the lightness of the weather, and although the Columbia's sails were drawing all the time she was unable to cut down any of the distance between her and the challenger. The between her and the challenger. The mark was in sight. The committee boat had taken its position to time the yachts as they passed. The fleet of excursion steamers and yachts had formed a semi-circle around the turning point, and the revenue cutters and guard boats were be interfered with in any way

CHALLENGER WELL AREAD AT FIRST MARK The Shaprock was timed at the mat 241.36 and the Columbia at 244.44. had taken the Shaprock 3 hours 41 minut and 14 seconds to make the ten miles, and the Columbia 3 hours 44 minutes and 34 sec-onds, so that on this leg of the course the Shamrock had gained 3 minutes and 20

They left the mark on the starboard hand and #t 2 41 54 the Sharerock took the port tack. Her jib topsail was lifted over the stay and she filled away at 2 to 35. She the stay and she filled away at 2.47.35. She have off her course somewhat and blanketed the Columbia as she went by at 2.44.00. The Columbia took the starboard tack at 2.45.19 and filled away at 2.45.51. The wind at this time was southeas; and as the cours to the next mark was south southwest one half west it was just forward of the beam a mile ahead of the Shamra mile ahead of the Shamrock and that yacht was doing very well on the reach. Columbia luffed off her course for a few

minutes and at 2 48 15 the jib topsail was taken in and two minutes later a small one which had been sent up in its place was broken out. The wind was southing. There was no possible chance of the yachis finishing in time and Capt. Barr evidently wanted to improve his position as much as possible. The Shamrock's hig jib top-sail was aback and then Capt. Seams of as possible. The Shamrock's big ill top-sail was aback and then Capt. Sycamore-romped her off in order to make as much beadway as possible. The wind was still heading the yachts off, and at 34645 the small ib topsail on the Columbia was taken in and 1 minute and 45 seconds later her baby jib topsail which had been sent up was broken out. The wind had hauled to the south by east and the Sham-rock at 34920 took in her balloon fore rock at 3 19 20 took in her balloon fore taysail and a minute later set her working fore staysail flying. Both were close on the wind and being headed way off the

The Shamrock was footing much faster The Shamrock was footing much faster on account of her extra size jib topsail, which Capt. Sycamore was allowing to feel the full weight of the wind and it was pushing the yacht ahead although she was going off her course much more than the Columbia. Then the wind got round to the southward and a little west of south. This was at half past 3 and the yachts by this time had only covered half the course and only an hour remained for them to finish in. SHAMBOCK HALF A MILE IN FRONT WHEN

RACE CALLED OFF.
At 3:38 o'clock the Shamrock bore sharp off and headed toward the Jersey coast. Those on board had evidently decided that it was useless to continue to make the race and just as the challenger bore off

a gun boomed out from the committee boat Navigator which called attention to the flag for the letter R which had been broken out on the stay and which meant that the race was off Shamrock at this time was leading

by about half a mile. She had sailed about five miles of the second leg of the course had increased her lead on the Columb since turning the first mark and had alt gether made a very good showing in the light weather conditions which prevailed during the day and under which those who

during the day and under which these have charge of the boat do not think she can do so well as when it blows harder.

As soon as the signal announcing the race was off was made the excursion fleet started for home. The Columbia lowered started for home. The Columbia lowered her fore staysail and she stood in toward the land. The two tugs, James A. Lawrence and Wallace B. Flint, darted out of the fleet and soon had a line on the two racing yachts. Sails were lowered and soon stowed away below decks. Covers were put on the mainsails and yachtsmen who had been working hard for several hours sat on the deck to talk over the result of the day's work while the two boats were lowed into their moorings in the were towed into their moorings in Horseshoe. The tale of the race as as it went is a follows:

Yacht H. M. S. H. M. S. H. M. S. Shamrock 11 00 22 2 41 36 3 41 14 Columbia 11 00 10 2 44 44 3 44 34 Shamrock gained on the first leg 3 min-

SHAMROCK'S GOOD SHOWING. Though Aided by Luck, Her Salling Surprises Many. It was another day of flukes and disap-

pointments, a day very similar to last Thursday except that the wind was not quite so baffling. Vesterday it never exreded five knots in strength and the yachts were able to sail only half way around the course, and when the race was called off four hours and a half after the start had been made the Shamrock was leading by about a half a mile and was doing very well indeed. Her performance rather sur prised her most ardent supporters, and she seemed to show vesterday that even it light weather, when she has her wind loar, she is a dangerous boat. The first leg of the course was a very fluky one and it is hard to say which yacht suffered most by the shifts and changes of the wind The Shamrock had hard luck in the first

part of the race, but as they neared the outer mark the challenger got one or two favorable slants that helped her very materially. The start was made in a breeze that was blowing hardly four miles an hour, and as it takes a breeze of about seven knots strength to send the yachts over a thirty-mile course within the time limit of five and a half hours, it was expected that the Regatta Committee would postpone the start in order to find out if the breeze would strengthen. But instead they sent

the vachts promptly on time at 11 o'clock. At the starting line Capt Sycamore had berthed the Shamrock a little on the weather bow of Columbia, but unfortunately for him he miscalculated the speed of the boat and got over the line two or three seconds too soon and had to bear off cross the line again and make a fresh start. This enabled the Columbia to get the weather position and that yacht crossed the line only ten seconds after the starting gub was fired, Capt. Barr having shown excellent judgment in the way he placed his boat before the starting gun was fired. When Capt. Sycamore bore off it would have been much better for the Shamrock if he had gybed and come for the line on the port tack and started at the committee heat end and taken the end of and went over to seward of the Columbia and crossed twelve seconds later than that

They had hardly been over the line couple of minutes before the Columbia go a slant of wind that enabled her to sail th course about two points higher than that of Shamrock. This stant lasted about six minutes, and in that time the Co-was able to get about a third of a mile to windward of the challenger. Th looking for a southerly breeze. The Sham

looking for a southerly breeze. The Shamrock went much further south than the Columbia, and Capt. Barr, although he made one or two tacks for the east, was obliged to keep down after the Shamrock, fearing that bout would get a favorable slant and a tig lift in the race.

The wind kept hauling to the south, and first one yacht yould get a favorable puff, and then another, but the relative position of the two did not seem to change very much until both were on the starboard tack and able to lay their course to the mark. Then the Shamrock improved her position very much. Some said that it was through her carrying a more favorable breeze that she sailed so much better than the Columbia, the Columbia. She drew up on the Columbia and took the lead, then running into a sof spot the columbia was able to pick up again.
They had changed buby jib topsails for No. 2s, and the Shamrock carried a small balloon fore staysail. She was finally able take the lead in the race a few minutes. after 2 o'clock, and then Capt. Barr mad a short tack to the southward in orde to get out from under the Shamrock' lee. He was on this tack about two min lee. He was on this tack about two min-utes and lost considerably by the move Columbia probably lost the whole length of the tack, for while she was able to ease sheets off a little more than the Shamrock to fetch the mark, the Shamrock improved her position all the time after that and she turned the first mark of the race 3 minutes and 20 seconds in the lead. They started off on the second leg with the wind just forward of the beam, but after a few minutes' sailing the wind hauled more to the southward and Columbia took in her No. 2 jib topsail and set a smaller

one, and as the wind continued to head them off the small one was taken in and a baby sent up in its place, while on the Shamrock the balloon fore staysail was changed for a small one. Capt. Sycamore let his boat go, and she was too ing much faster than Columbia, while the American boar was being pinched and sailing more on the course.

When they had been out just 4 hours and 3s minutes and had sailed altogether fifteen miles of the triangle the committee stopped the race. The Shamrock's sails yesterday were better suited to the light vesterday were better suited to the light weather conditions than any she has used yet. The mainsail had much more flow to it and was helping her right along. Capt Sycamore made a slight mistake in the way he trimmed the balloon fore staysail. He had the sheet hauled in to the lee side of the mast. If he had allowed this sail to have more flow the vacht would probably have done much better. As it was Sham-rock's stock went up considerably and there rock's stock went up considerably and there are many who believe now that the Cup is even graver danger than was fire

WOULD RACE EVERY DAY. Lipton in Favor of Such a Plan On the Erin.

The day on the Erin was naturally the most satisfactory since the Cup races be gan, though this time it was the turn of the Shamrock's supporters to regret that the race was not finished, Columbia having had her turn last Thursday. Sir Thomas Lipton, Capt. Wringe and others were not unduly elated. They were much the same as on the other days, taking the good showing of the Shamrock with the same sportsmanlike equanimity as her less favorable fortune on Thursday and Saturday. Being confident of lifting the Cup before, they were no more so last evening. Their confidence was not shaken before or increased afterward.

"I really don't see that anything occurred to-day," said Sir Thomas after the race, "to come to any further decision re garding the merits of the two boats. There was too much fluking of the wind for that Although we were leading by about 10 minutes when the race was called off there was nothing for us to brag about

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however," remarked Capt. Wringe, at this juncture. *There was no fluke about her rawling up on the Columbia on that starboned tack

"You saw for yourselves to-day," continued Sir Thomas, "that the Shamrock is pretty good in light winds, too. While the wind was light to-day there was less fluking than last Thursday. There was none of those dead calms to tie us up as the other time. How about the handling of the boats

"Both boats were well managed, handled to the best of the ability of two men who

are the best in that line each country can produce. It was simply a question of fishing for the wind." Were you not surprised at the ability the Shamrock showed in light airs to-day?" "I never for a moment thought the Sham-

rock a light-weather hoat. That is, I knew she was a good boat in light wind, but she's a good deal better in a good wind I think it only fair to say, however, that to-day was not a fair test of either boat on account of the wind. I believe the

Shamrock is a boat for a strong breeze, but you have just seen for yourself what she can do in a light wind. There's one thing to be borne in mind whichever boat wins it will not be any walkover." The Cup hunter's owner was asked what his opininon was of the betting situation

now that Columbia had won one race and each beat had led in an unfinished race. "I am not a betting man," he replied "but if I was I would bet on Shamrock at even money. It is a disadvantage having one notch against us, there is no doubt about that, but would the notch have been there had not the wind gone down, leaving us struggling in a dying wind? You know

Shamrock to-day had the biggest lead at the wind-up of any of the three races." Sir Thomas said he was in favor of racing every day now "I shall speak to Capt Sycamore about it to-night," he said, "and see what he thinks I don't think he will be averse. These delays effect us and the public. I know the New York Yach Club will do what they think is right regarding this point. What is your opinion,

Capt Wringe? "I should make a proposition to sal! every day," responded Wringe

"I would make the proviso that in case of an accident to either boat they rest a day," Sir Thomas resumed "I want to say a word about the course to-day. The way it was kept clear by Capt Walker could not have been improved upon. It

was the finest in the world." One of the incidents of the day was the cheering of the great crowd on the hig steamer Shirnecock when the Shamrock turned the first mark to the lead. The Shirnwork and the Plymouth were both near the Frinat that time. A woman on the Shinnesseck vascet a Shemtori, flag a band played frish are and observed the Shamrock's owner of times and vectorial property. Sir Thomas commented on this afterward. It shows what sportsmen Americans are, he said. They make

you feel that you will get an equal show

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I am deeply appreciative of these demonstrations of good will

Returning to the race, Capt. Wrings was asked if he considered Shamrock's chances any better than they were before

chances any better than they were before the race.

"Oh, I don't know," said he. "They are about the same as before. They have not been dark at any time yet. While Sir Thomas and Capt Wrings were modest in discussing the Shamrock's performance many of his guests did not attempt to disguise that they were highly attenut to disguise that they were highly pleased. Their only regret was that the race was not finished, in which event, they race was not finished, in which event, they declared Shamrock would have been a wire winner. The manner in which Columbia outstripped Shamrock at first had a depressing effect on the Shamrock sympathizers aboard the Erin, but in the mian it was a gratifying day for them. Once the Shamrock opened up a big gap the question on the Erin was not one of whether she would stay abead but whether the boats would reach the finish line on time.

Think they'll finish? was one query worn after the Sar.

soon after the start.

"I am afraid they will," was the doleful reply of a Shamrock partisan. Later this same query brought out the reply: "I'm afraid not."

reply "I'm afraid not "No wind, wont finish," remarked one of the Cingalese on the Erin as he sized up the weather before the start. He proved to be a better prophet than some of those credited with a greater knowledge of marine matters. There was a greater air of expectation upon the Erin before the start than on either of the two previous days, with the prospect of a quicker ney over the triangular course. But a contest developed into a drifting re

the surroundings shared attention with the creeping yachts

Snamrock's three lengths ahead and got the windward berth, announced Sir Thomas to his guests while they were at huncheon, and great was the applause.

Inneheon and great was the applicate.
The liveliest time on board was when Shamrock rounded the first mark.

"Three sixteen and a half," announced Dr. Mackay from the bridge as be timed the difference in the two boats turning the mark. The strains of "Three Cheers for the Red, White and Blue," were plainly heard on the Erin as the Columbia rounded

R:I:PA:N:S

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